

Fuel Taxes

TABLE 26—DIESEL FUEL AND ALTERNATIVE FUELS STATISTICS, 1937-40 TO 2002-03

Fiscal year	Revenue ^a (In thousands)			Tax paid at reduced rate by transit districts ^c (In thousands)	International Fuel Tax Agreement ^d (IFTA) Tax Rate	
	Diesel	Alternative Fuels				
		Per Unit Basis	Flat Rate Basis ^b			
1	2	3	4	5	6	7
2002-03	\$475,456	\$1,399	\$1,032	\$477,887	\$1,156	\$.263
2001-02	483,734	1,294 ^f	1,025 ^f	486,053	1,377	.282
2000-01	464,812	1,191	785	466,788	1,466	.271
1999-00	470,044	1,105	534	471,683	1,380	.250
1998-99	419,268	884	567	420,719	1,281	.251
1997-98	413,032	1,052	659	414,744	1,304	.263 ^e
1996-97	393,936	1,137	634	395,707	1,332	.18
1995-96	341,835 ^{d,f}	1,200	711	343,745	1,308	.18
1994-95	351,265	1,783	543	353,590	1,554	
1993-94	317,272 ^g	2,280	587	320,138	935	
1992-93	301,261 ^g	2,216	574	304,051	958	
1991-92 ^h	282,934 ^g	2,125	764	285,823	1,045	
1990-91	234,751 ^g	2,186	595	237,531	1,010	
1989-90	164,967	2,179	564	167,709	1,168	
1988-89	155,119	2,099	568	157,785	1,000	
1987-88	151,624	2,196	796	154,615	1,266	
1986-87	144,613	1,464	885	146,962	1,013	
1985-86	132,192	1,622	1,149	134,964	872	
1984-85	126,616	1,864	1,252	129,733	788	
1983-84	122,823	1,810	1,353	125,986	813	
1982-83	94,703 ^g	1,776	1,355	97,834	748	
1981-82	78,739	1,664	1,370	81,773	783	
1980-81	79,021	1,426	1,323	81,769	659	
1979-80	77,960	1,039	1,145	80,144	637	
1978-79	73,916	673	941	75,530	624	
1977-78	66,105	640	1,019	67,764	553	
1976-77	61,424	643	1,054	63,121	527	
1975-76	55,402	386	1,067	56,855	507	
1974-75	50,539	202		50,741	395	
1973-74	51,875	289		52,164	382	
1972-73	49,551	290		49,841	354	
1971-72	45,382	599		45,981	330	
1970-71	41,338	813		42,151	338	
1965-70	170,977 ^{i,j}	4,200 ^{j,k}		175,177	632 ^l	
1960-65	118,401 ^j	6,409 ^{j,k}		124,810		
1955-60	88,853	1,094 ^m		89,947		
1950-55	48,050 ^g			48,050		
1945-50	16,527 ^g			16,527		
1940-45	6,235			6,235		
1937-40	1,178 ^g			1,178		

- a. Includes interest and penalties which amounted to \$880,177 during the 2002-03 fiscal year. This revenue includes self-assessments from tax returns for distributions during the year and, therefore, differs from the figures on Table 2 which are on a modified accrual basis.
- b. Beginning in December 1975, LPG users were allowed to pay tax on a flat rate basis. This treatment has since been extended to other alternative fuels.
- c. These amounts are also included in columns 2, 3, and 5.
- d. Effective January 1, 1996, most interstate motor carriers pay the interstate user tax through the International Fuel Tax Agreement (IFTA) for diesel and use fuel used on the state's roadways. The quarterly IFTA revenue is included in Diesel since the vast majority of IFTA receipts is for diesel fuel use.
- e. Effective January 1, 1998, an additional per-gallon surcharge equivalent to the combined local and state sales tax rate was imposed on fuel subject to the interstate user tax.
- f. Effective July 1, 1995, under the new Diesel Fuel Tax Law, excise tax on diesel fuel is collected separately from use fuels, and the point of collection is moved from the wholesale level to the terminal rack level.
- g. This tax became effective July 1, 1937, at a rate of 3 cents per gallon on diesel and other fuels not subject to the motor vehicle fuel tax. Effective July 1, 1947, the tax rate on diesel fuel was increased to 4 1/2 cents per gallon. Effective July 1, 1953, the tax rate on diesel fuel was increased to 7 cents per gallon. Effective January 1, 1983, the tax rate was increased to 9 cents per gallon. Effective August 1, 1990, the tax rate was increased to 14 cents per gallon; effective January 1, 1991, it was raised to 15 cents per gallon. Effective January 1, 1992, the tax rate increased to 16 cents per gallon; effective January 1, 1993, it rose to 17 cents per gallon; and, finally, effective January 1, 1994, it was raised to 18 cents per gallon.
- h. Effective January 1, 1992, most use fuel tax became collectable by wholesalers of fuel. This change in the point of collection caused use fuel tax to be collected on more fuel than was actually used during the year.
- i. A special one-cent levy was in effect from June 1, 1969, through August 31, 1969, to raise funds to repair and restore storm- and flood-damaged roads. This levy raised \$450,000 from distributions during the 1968-69 fiscal year and \$837,000 during the 1969-70 fiscal year.
- j. A special one-cent levy was in effect from April 1, 1965, through August 31, 1965, to raise funds to repair and restore storm- and flood-damaged roads. This levy raised a total of \$1,786,000.
- k. Effective October 1, 1963, the tax rate on liquefied petroleum gases was increased from 6 cents to 7 cents per gallon. Effective January 1, 1966, the tax rate was decreased to 6 cents per gallon.
- l. Effective July 1, 1968, the tax rate on most fuel consumed by municipal transit districts was reduced to one cent per gallon.
- m. Effective October 1, 1959, users and vendors of liquefied petroleum gases were required to report under the Use Fuel Tax Law. Prior to this date, they reported under the Motor Vehicle Fuel License Tax Law.
- r. Revised.